



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: JACOBS
Inspector: [REDACTED]
Inspection Date: 07/23/2021

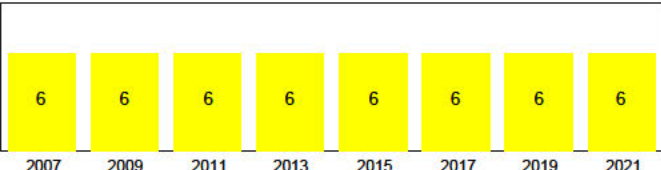
Bridge Condition **Poor**

IDENTIFICATION		
Bridge ID:	070001	
NBI Number:	Washington Bridge North	
Structure Name:	Washington Bridge North	
Location (9):	0.2 Mi W of JCT US 6	
Carries (7):	I-195 WB	
Type of Service (42A):	1 Highway	
Feature Crossed (6):	SEEKONK RIVER	
Type of Service (42B):	8 Hwy-waterway-RR	
Placecode (4):	East Providence	
County (3):	Providence	
State (1):	44 Rhode Island	
Station:	NBI	
Region (2):	District 3	
Latitude (16):	41.8192660	
Longitude (17):	-71.3865496	
Owner (22):	01 State Highway Agency	
Custodian (21):	01 State Highway Agency	
Year Built (27):	1969	Border State: Not Applicable (P)
Year Recon (106):	1998	Border Number:
Historical (37):	5 Not eligible for NRHP	% Responsibility:

INSPECTION			
Date of Routine Inspection (90):	7/23/2021		
Frequency (91):	24		
Next Inspection:	7/23/2023		
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	7/23/2021	7/23/2022
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)	48	7/23/2021	7/23/2025
Special Insp (C)	12	7/23/2021	7/23/2022

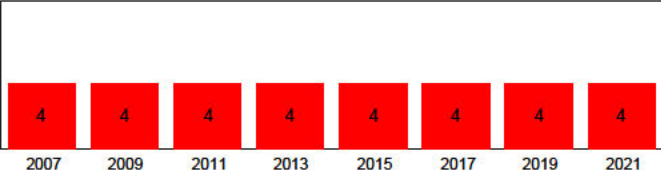
LOAD RATING AND POSTING	
Posting Status (41)	A Open, no restriction
Posting % (70):	5 At/Above Legal Loads
Rating Date:	1/19/2018
Design Load (31):	6 MS18(HS20)+mod
Opr Method (63):	8 LRFR (HL93)
Opr Rating (64):	52.00 Tons
Inv Method (65):	8 LRFR (HL93)
Inv Rating (66):	40.00 Tons

DECK GEOMETRY	
Deck Geometry (68):	4 Tolerable
Deck Area:	145,531.82
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	6 Bituminous
Membrane (108B):	2 Preformed Fabric
Deck Protection (108C):	8 Unknown
O. to O. Width (52):	76.44
Curb / Sidewalk Width L (50A):	0.00
Curb / Sidewalk Width R (50B):	0.00
Median (33):	0 No median



DECK CONDITION	
Deck Rating (58):	6 Satisfactory
Bridge Rail (36A):	1 Meets Standards
Transition (36B):	0 Substandard
Approach Rail (36C):	0 Substandard
Approach Rail Ends (36D):	0 Substandard

SUPERSTRUCTURE GEOMETRY	
# of Main Spans (45):	1
# of Approach Spans (46):	20
Main Material (43 A):	3 Steel
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	130.60
Structure Length (49):	1,903.87
NBIS Length (112):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	0
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	Left of bridge
Approach Alignment (72):	6 Equal Min Criteria



SUPERSTRUCTURE CONDITION	
Superstructure Rating (59):	4 Poor
Structure Evaluation (67):	4 Minimum Tolerable



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SUBSTRUCTURE GEOMETRY		
Navigation Control (38):	Permit Not Required	
Nav Vert Clearance (39):	137.78	
Nav Horiz Clearance (40):	327.22	
Pier Protection (111):	2 In-Place, Functioning	
Lift Bridge Vertical Clearance (116):		SUBSTRUCTURE CONDITION
Scour Rating (113):	3 SC - Unstable	Substructure Rating (60): 6 Satisfactory
Waterway Adequacy (71):	7 Above Minimum	Channel Rating (61): 6 Bank Slumping

1ST ROUTE UNDER: Gano Street

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 1st Route Under	Funct Class (26): 17 Urban Collector	Vertical (10): 14.83
Kind of Hwy (5B): 5 City Street	Level Service (5C): 1 Mainline	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 82.50
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2021	Underclearance (69): 4 Tolerable

2ND ROUTE UNDER: Water Street

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 2nd Route Under	Funct Class (26): 19 Urban Local	Vertical (10): 25.00
Kind of Hwy (5B): 5 City Street	Level Service (5C): 2 Alternate	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 40.60
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2021	Underclearance (69): 4 Tolerable

3RD ROUTE UNDER: Waterfront Drive

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 3rd Route Under	Funct Class (26): 19 Urban Local	Vertical (10): 21.00
Kind of Hwy (5B): 5 City Street	Level Service (5C): 2 Alternate	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 43.30
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2021	Underclearance (69): 4 Tolerable



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ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
Pos Prefix (5A):	4th Route Under	Funct Class (26):	19 Urban Local	Vertical (10):	14.20
Kind of Hwy (5B):	5 City Street	Level Service (5C):	2 Alternate	Min Vert Over (53):	18.33 14.17
Route Num (5D):	0	NHS (104):	0 Not on NHS	Vert Ref (54A):	H Hwy beneath struct
LRS Route (13A/B):		Defense Hwy (100):	0 Not a STRAHNET hwy	Horizontal (47):	35.40
Milepost (11):		Toll Facility (20):	3 On free road	Min Lat Left (56):	0.00
Suffix (5E):	0 N/A (NBI)	ADT (29):	80,500 Cars/Day	Min Lat Right (55B):	6.00
Lanes Under (28B):	2	Pct Trucks (109):	19.00%	Horiz Ref (55A):	H Hwy beneath struct
Detour Length (19):	0.00 mi (0.00 km)	ADT Year (30):	2021	Underclearance (69):	4 Tolerable

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
Pos Prefix (5A):	Route On Structure	Funct Class (26):	11 Urban Interstate	Vertical (10):	99.99
Kind of Hwy (5B):	1 Interstate Hwy	Level Service (5C):	1 Mainline	Min Vert Over (53):	18.33 14.17
Route Num (5D):	00195	NHS (104):	1 On the NHS	Vert Ref (54A):	H Hwy beneath struct
LRS Route (13A/B):	6700-A/00	Defense Hwy (100):	1 On Interstate STRAHNET	Horizontal (47):	59.71
Milepost (11):	2.60 mi (4.19 km)	Toll Facility (20):	3 On free road	Min Lat Left (56):	0.00
Suffix (5E):	4 West	ADT (29):	80,500 Cars/Day	Min Lat Right (55B):	6.00
Lanes On (28A):	5	Pct Trucks (109):	19.00%	Horiz Ref (55A):	H Hwy beneath struct
Detour Length (19):	2.00 mi (3.22 km)	ADT Year (30):	2021	Underclearance (69):	4 Tolerable

BRIDGE NOTES

Orientation:

The main bridge structure carries I-195 Westbound and consists of eighteen (18) spans labeled Span #1 through #18. The spans are logged west to east with Girder A at the north fascia. The Gano Street Ramp ties into the main bridge structure at the north side of Span #5 and consists of three (3) spans labeled Span #1R through #3R. The spans are logged west to east with Box Girder Cell 'A' at the south (true west) fascia. The Seekonk River flows north to south below the structure.

Equipment:

60' manlift, 60' bucket boat, bucket truck, ladder and air monitor.

Traffic Control:

Lane Closures on Gano Street (Span #1), Waterfront Drive (Span #16) and Valley Street (Span #18) with local police details. Water Street Moving closure on I-195 Westbound with state police details for topside inspection.

Access Notes:

- Access to the underside of Span #10 through Span #14 requires access to the CARDI construction yard. Check in with local personnel on site.
- The boat was launched from East Providence Yacht Club dock on Pier Road in East Providence.
- The interior of the Gano Street Ramp box girders was accessed through the hatches at West Abutment #1R with a 24' ladder. The key for the box girder hatches can be obtained from David Cluley at the RIDOT Bridge Inspection office on Jefferson Boulevard. The access hatch to Cell 'C' is jammed and remains partially open allowing pigeons access to the box girder interior.
- The catwalks on the interior portions of Pier #6 and Pier #7 can be accessed through hatches and ladders on the topside of the north overhang (Photo 40).
- The electrical utility room in the East Abutment has a locked door. The lock key can be obtained from David Cluley at the RIDOT Bridge Inspection office on Jefferson Boulevard.

INSPECTION NOTES



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Routine Inspection by Jacobs

Inspection Date: Multiple dates from 06/28/20 to 7/23/20

E.

Weather: 80° - 100° Fahrenheit

NBI Ratings:

The bridge is in overall Poor condition. The condition ratings for the Item 58 – Deck (6 - Satisfactory), Item 59 – Superstructure (4 - Poor), and Item 60 - Substructure (6 - Satisfactory) remain unchanged since the last inspection.

Bridge Construction:

There is scaffolding in place throughout the structure primarily over the water spans (from previous bridge rehabilitation construction) allowing access to the drop-in girder ends and corbels (Photos 14 and 15). There is construction debris scattered through the scaffolding. There is typical construction wiring in place throughout the bridge.

For additional inspection notes refer to the attached file "070001 Additional Inspection Notes.pdf".

Elm/Env	Description	Total Qty	% in 1	Qty. St 1	% in 2	Qty. St 2	% in 3	Qty. St 3	% in 4	Qty. St 4
120	Re Concrete Deck	142,889.0	94%	134,317.00	5%	7,144.00	1%	1,428.00	0%	0.00
510/3	Wearing Surfaces	142,889.00	94%	134,317.00	5%	7,144.00	1%	1,428.00	0%	0.00
3210/3	Dist/Spall/Plenty/Pol/T Surf	4,286.00	0%	0.00	83%	3,572.00	17%	714.00	0%	0.00
3220/3	Crack (Wearing Surface)	4,286.00	0%	0.00	83%	3,572.00	17%	714.00	0%	0.00
1080/3	Deterioration/Spall/Patched Area	2,143.00	0%	0.00	83%	1,786.00	17%	357.00	0%	0.00
1090/3	Exposed Rebar	2,143.00	0%	0.00	83%	1,786.00	17%	357.00	0%	0.00
1120/3	Efflorescence/Rust Staining	2,143.00	0%	0.00	83%	1,786.00	17%	357.00	0%	0.00
1130/3	Cracking (RC and Other)	2,143.00	0%	0.00	83%	1,786.00	17%	357.00	0%	0.00
18/3	Re Conc Top Flange	7,336.00	81%	5,911.00	16%	1,150.00	4%	275.00	0%	0.00
510/3	Wearing Surfaces	7,336.00	100%	7,336.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Deterioration/Spall/Patched Area	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
1090/3	Exposed Rebar	25.00	0%	0.00	0%	0.00	100%	25.00	0%	0.00
1120/3	Efflorescence/Rust Staining	1,000.00	0%	0.00	75%	750.00	25%	250.00	0%	0.00
1130/3	Cracking (RC and Other)	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
105/3	Re Clsd Box Girder	922.00	8%	78.00	55%	505.00	37%	339.00	0%	0.00
1080/3	Deterioration/Spall/Patched Area	100.00	0%	0.00	80%	80.00	20%	20.00	0%	0.00
1090/3	Exposed Rebar	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
1120/3	Efflorescence/Rust Staining	244.00	0%	0.00	50%	122.00	50%	122.00	0%	0.00
1130/3	Cracking (RC and Other)	495.00	0%	0.00	61%	303.00	39%	192.00	0%	0.00
107/3	Steel Opn Girder/Beam	1,320.00	60%	787.00	38%	496.00	3%	37.00	0%	0.00
515/3	Steel Protective Coating	19,385.00	38%	7,350.00	32%	6,300.00	30%	5,735.00	0%	0.00
3410/3	Chalk/Steel Protect Coatings	6,300.00	0%	0.00	100%	6,300.00	0%	0.00	0%	0.00
3420/3	Prod/Boil/Chalk/SP Protect Coat	5,735.00	0%	0.00	0%	0.00	100%	5,735.00	0%	0.00
1000/3	Corrosion	390.00	0%	0.00	91%	353.00	9%	37.00	0%	0.00
1900/3	Distortion	143.00	0%	0.00	100%	143.00	0%	0.00	0%	0.00
109/3	Pre Opn Conc Girder/Beam	14,543.00	80%	11,650.00	9%	1,290.00	10%	1,468.00	1%	135.00
521/3	Conc Prot Coating	5,000.00	85%	4,250.00	0%	0.00	8%	375.00	8%	375.00
3510/3	Wear (Concrete Protect Coat)	750.00	0%	0.00	0%	0.00	50%	375.00	50%	375.00
1080/3	Deterioration/Spall/Patched Area	1,221.00	0%	0.00	75%	910.00	25%	311.00	0%	0.00
1090/3	Exposed Rebar	181.00	0%	0.00	3%	6.00	28%	50.00	69%	125.00
1100/3	Exposed Prestressing	25.00	0%	0.00	0%	0.00	60%	15.00	40%	10.00
1110/3	Cracking (PSC)	733.00	0%	0.00	1%	6.00	99%	727.00	0%	0.00



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Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
1120/3	Efflorescence/Rust Staining	730.00	0%	0.00	50%	365.00	50%	365.00	0%	0.00
7000/3	Damage	3.00	0%	0.00	100%	3.00	0%	0.00	0%	0.00
8368/3	Graffiti	200.00	100%	200.00	0%	0.00	0%	0.00	0%	0.00
110/3	Re Conc Opn Girder/Beam	2,880.00	33%	940.00	41%	1,188.00	24%	702.00	2%	50.00
521/3	Conc Prot Coating	14,800.00	100%	14,800.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	808.00	0%	0.00	74%	600.00	26%	208.00	0%	0.00
1090/3	Exposed Rebar	100.00	0%	0.00	0%	0.00	50%	50.00	50%	50.00
1120/3	Efflorescence/Rust Staining	450.00	0%	0.00	67%	300.00	33%	150.00	0%	0.00
1130/3	Cracking (RC and Other)	582.00	0%	0.00	49%	288.00	51%	294.00	0%	0.00
205/3	Re Conc Column	92.00	42%	39.00	17%	16.00	40%	37.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	42.00	0%	0.00	38%	16.00	62%	26.00	0%	0.00
1120/3	Efflorescence/Rust Staining	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
1130/3	Cracking (RC and Other)	6.00	0%	0.00	0%	0.00	100%	6.00	0%	0.00
8368/3	Graffiti	300.00	0%	0.00	100%	300.00	0%	0.00	0%	0.00
210/3	Re Conc Pier Wall	1,151.00	57%	657.00	25%	290.00	18%	204.00	0%	0.00
521/3	Conc Prot Coating	25,200.00	100%	25,200.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	184.00	0%	0.00	41%	75.00	59%	109.00	0%	0.00
1120/3	Efflorescence/Rust Staining	80.00	0%	0.00	50%	40.00	50%	40.00	0%	0.00
1130/3	Cracking (RC and Other)	115.00	0%	0.00	52%	60.00	48%	55.00	0%	0.00
6000/3	Scour	115.00	0%	0.00	100%	115.00	0%	0.00	0%	0.00
8368/3	Graffiti	400.00	0%	0.00	100%	400.00	0%	0.00	0%	0.00
215/3	Re Conc Abutment	230.00	34%	78.00	19%	44.00	47%	108.00	0%	0.00
521/3	Conc Prot Coating	2,300.00	100%	2,300.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	103.00	0%	0.00	28%	29.00	72%	74.00	0%	0.00
1120/3	Efflorescence/Rust Staining	30.00	0%	0.00	50%	15.00	50%	15.00	0%	0.00
1130/3	Cracking (RC and Other)	19.00	0%	0.00	0%	0.00	100%	19.00	0%	0.00
8368/3	Graffiti	50.00	100%	50.00	0%	0.00	0%	0.00	0%	0.00
220/3	Re Conc Pile Cap/Ftg	1,151.00	100%	1,146.00	0%	1.00	0%	4.00	0%	0.00
1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
6000/3	Scour	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00
234/3	Re Conc Pier Cap	388.00	13%	50.00	81%	313.00	6%	25.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	310.00	0%	0.00	95%	293.00	5%	17.00	0%	0.00
1090/3	Exposed Rebar	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	15.00	0%	0.00	47%	7.00	53%	8.00	0%	0.00
1130/3	Cracking (RC and Other)	12.00	0%	0.00	100%	12.00	0%	0.00	0%	0.00
300/3	Strip Seal Exp Joint	93.00	0%	0.00	95%	88.00	5%	5.00	0%	0.00
2310/3	Leakage	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
2330/3	Seal Damage	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
2350/3	Debris Impaction	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
2370/3	Metal Deterioration or Damage	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
301/3	Pourable Joint Seal	1,151.00	44%	507.00	47%	544.00	7%	85.00	1%	15.00
2310/3	Leakage	344.00	0%	0.00	100%	344.00	0%	0.00	0%	0.00
2320/3	Seal Adhesion	300.00	0%	0.00	67%	200.00	28%	85.00	5%	15.00
310/3	Elastomeric Bearing	401.00	34%	136.00	47%	190.00	19%	75.00	0%	0.00
2220/3	Alignment	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00
2230/3	Bulging, Splitting or Tearing	200.00	0%	0.00	75%	150.00	25%	50.00	0%	0.00
2240/3	Loss of Bearing Area	61.00	0%	0.00	66%	40.00	34%	21.00	0%	0.00
311/3	Moveable Bearing	11.00	0%	0.00	64%	7.00	36%	4.00	0%	0.00



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515/3	Steel Protective Coating	132.00	0%	0.00	0%	0.00	33%	44.00	67%	88.00
3420/3	Peel/Bub/Crack(Stl Protect Coat)	132.00	0%	0.00	0%	0.00	33%	44.00	67%	88.00
1000/3	Corrosion	9.00	0%	0.00	78%	7.00	22%	2.00	0%	0.00
2220/3	Alignment	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
2240/3	Loss of Bearing Area	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
313/3	Fixed Bearing	11.00	0%	0.00	73%	8.00	27%	3.00	0%	0.00
515/3	Steel Protective Coating	110.00	0%	0.00	0%	0.00	60%	66.00	40%	44.00
3420/3	Peel/Bub/Crack(Stl Protect Coat)	110.00	0%	0.00	0%	0.00	60%	66.00	40%	44.00
1000/3	Corrosion	11.00	0%	0.00	73%	8.00	27%	3.00	0%	0.00
321/3	Re Conc Approach Slab	2,352.00	0%	0.00	100%	2,352.00	0%	0.00	0%	0.00
510/3	Wearing Surfaces	2,352.00	57%	1,352.00	21%	500.00	21%	500.00	0%	0.00
3220/3	Crack (Wearing Surface)	2,352.00	57%	1,352.00	21%	500.00	21%	500.00	0%	0.00
331/3	Re Conc Bridge Railing	3,808.00	89%	3,396.00	11%	411.00	0%	1.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
1090/3	Exposed Rebar	3.00	0%	0.00	0%	0.00	100%	3.00	0%	0.00
1120/3	Efflorescence/Rust Staining	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
1130/3	Cracking (RC and Other)	351.00	0%	0.00	100%	351.00	0%	0.00	0%	0.00
7000/3	Damage	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
8060/3	Scupper	27.00	0%	0.00	11%	3.00	74%	20.00	15%	4.00
1000/3	Corrosion	4.00	0%	0.00	0%	0.00	0%	0.00	100%	4.00
8107/1	Steel Opn Girder/Beam ENC	110.00	0%	0.00	0%	0.00	100%	110.00	0%	0.00
515/1	Steel Protective Coating	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
3420/1	Peel/Bub/Crack(Stl Protect Coat)	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
8213/3	R/C Return Wall	175.00	0%	0.00	86%	150.00	14%	25.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	44.00	0%	0.00	100%	44.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	110.00	0%	0.00	77%	85.00	23%	25.00	0%	0.00
1130/3	Cracking (RC and Other)	21.00	0%	0.00	100%	21.00	0%	0.00	0%	0.00
8368/3	Graffiti	100.00	100%	100.00	0%	0.00	0%	0.00	0%	0.00
8218/3	Backwall, All Types	230.00	45%	104.00	35%	80.00	20%	46.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	80.00	0%	0.00	88%	70.00	13%	10.00	0%	0.00
1120/3	Efflorescence/Rust Staining	23.00	0%	0.00	43%	10.00	57%	13.00	0%	0.00
1130/3	Cracking (RC and Other)	23.00	0%	0.00	0%	0.00	100%	23.00	0%	0.00
8305/3	Asphaltic Joint Material	1,438.00	69%	987.00	31%	451.00	0%	0.00	0%	0.00
2310/3	Leakage	430.00	0%	0.00	100%	430.00	0%	0.00	0%	0.00
2340/3	Seal Cracking	21.00	0%	0.00	100%	21.00	0%	0.00	0%	0.00
8335/3	Guardrail, Vehicular	700.00	99%	690.00	1%	10.00	0%	0.00	0%	0.00
515/3	Steel Protective Coating	3,150.00	100%	3,150.00	0%	0.00	0%	0.00	0%	0.00
1020/3	Connection	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
8336/3	Conc Bridge Parapet	700.00	50%	350.00	46%	320.00	4%	30.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
1090/3	Exposed Rebar	100.00	0%	0.00	70%	70.00	30%	30.00	0%	0.00
1130/3	Cracking (RC and Other)	150.00	0%	0.00	100%	150.00	0%	0.00	0%	0.00
8362/3	Rip Rap	1,000.00	94%	940.00	3%	30.00	3%	30.00	0%	0.00
4000/3	Settlement	60.00	0%	0.00	50%	30.00	50%	30.00	0%	0.00
8367/3	Slope Blocks	700.00	85%	595.00	0%	0.00	15%	105.00	0%	0.00
8370/3	Steel Diaphragms	70.00	19%	13.00	51%	36.00	24%	17.00	6%	4.00
515/3	Steel Protective Coating	1,800.00	21%	378.00	63%	1,125.00	12%	207.00	5%	90.00
3410/3	Chalk(Steel Protect Coatings)	900.00	0%	0.00	100%	900.00	0%	0.00	0%	0.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **JACOBS**

Inspector: XXXXXXXXXX

Inspection Date **07/23/2021**

Bridge Condition Poor

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
3420/3	Peel/Blub/Crack(Silt Protect Coat)	522.00	0%	0.00	43%	225.00	40%	207.00	17%	90.00
1000/3	Corrosion	55.00	0%	0.00	64%	35.00	29%	16.00	7%	4.00
1020/3	Connection	2.00	0%	0.00	50%	1.00	50%	1.00	0%	0.00
8371/0	Conc Diaphragms	221.00	10%	22.00	31%	68.00	57%	126.00	2%	5.00
1080/3	Delamination/Spall/Patched Area	65.00	0%	0.00	0%	0.00	100%	65.00	0%	0.00
1090/3	Exposed Rebar	12.00	0%	0.00	50%	6.00	8%	1.00	42%	5.00
1120/3	Efflorescence/Rust Staining	11.00	0%	0.00	55%	6.00	45%	5.00	0%	0.00
1130/3	Cracking (RC and Other)	111.00	0%	0.00	50%	56.00	50%	55.00	0%	0.00
8368/3	Graffiti	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
8398/1	Curb/sidewalks - Con	700.00	0%	0.00	100%	700.00	0%	0.00	0%	0.00
1080/1	Delamination/Spall/Patched Area	698.00	0%	0.00	100%	698.00	0%	0.00	0%	0.00
1120/1	Efflorescence/Rust Staining	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1130/1	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00

ELEMENT NOTES

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	Re Concrete Deck	3	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00

There is a reinforced concrete deck in Spans 1 through 18. The top of the deck has a bituminous concrete wearing surface/overlay (Photos 8-11). The underside of the deck at the deck joints was in varying stages of re-construction during the inspection. Formwork and scaffolding remains in place throughout the bridge (Photos 13-15) and the seismic restrainer assemblies at the deck joints in Spans 1 though 6 and 8 through 14 typically have the restrainer rod removed (Photos 44 and 49). The underside of the deck exhibits areas of exposed rebar chairs throughout, areas of rust staining and efflorescence, random hairline cracking, random areas of damp concrete, random hollow areas and isolated spalls. The areas immediately surrounding drain pipes exhibit heavy rust staining and efflorescence with intermittent hollow areas. The overhangs exhibit typical hairline transverse cracks with efflorescence and stalactites. See Photos 45-58 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.

510	Wearing Surfaces	3	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00
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The bituminous concrete wearing surface/overlay on the bridge exhibits minor sand and debris accumulation on the shoulders, minor to moderate wheel line rutting, random sealed and unsealed longitudinal and transverse cracks, scattered patches and depressed pavement with minor potholes, and random locations of raveling along deck joint edges (Photos 59-62).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3210	DelSpall/Patch/Pot(Wk 3		4,286.00	sq.ft	0.00	3,572.00	714.00	0.00
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There are isolated minor potholes up to 3" deep and scattered depressed patches in the wearing surface. There is typical raveling or depressed areas up to 12" wide x 2" deep in the pavement along the joints (Photos 59-62).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3220	Crack (Wearing Surfac 3		4,286.00	sq.ft	0.00	3,572.00	714.00	0.00
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There are isolated locations of sealed longitudinal cracks along the lane lines, in the shoulders and in the gore area in Spans #15 through #18 (Photo 62). There are sealed and unsealed transverse cracks (Photos 59-61).

1080	Delamination/Spall/Patched Ar3		2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **JACOBS**
Inspector: XXXXXXXXXX
Inspection Date **07/23/2021**

Bridge Condition Poor

See Photos 45-58 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
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See Photos 45-58 and the attached file "070001 Elem 12 Defect Table.pdf" for further details

1120	Efflorescence/Rustt Sttaining	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
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See Photos 45-58 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
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See Photos 45-58 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
16	Re Conc Top Flange	3	7,336.00	sq.ft	5,911.00	1,150.00	275.00	0.00

This element defines the top flanges of the reinforced concrete box girders in Spans 1R, 2R, 3R and 5 of the Gano Street off-ramp. The top of the top flanges has a bituminous concrete wearing surface/overlay. The undersides of the top flanges exhibit typical transverse hairline cracks up to full width with efflorescence and rust, scattered areas of heavy map cracks with efflorescence, isolated hollow areas and spalls and ongoing repairs with form work left in place. See Photos 63-66 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

510	Wearing Surffiaces	3	7,336.00	sq.ffi	7,336.00	0.00	0.00	0.00
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The wearing surface exhibits isolated transverse cracks and wheel line wear.

1080	Delaminatton/Spall/Pattched Ar3		200.00	sq.ffi	0.00	200.00	0.00	0.00
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See Photos 63-66 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	25.00	sq.ffi	0.00	0.00	25.00	0.00
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See Photos 64 and 66 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1120	Efflorescence/Rustt Sttaining	3	1,000.00	sq.ffi	0.00	750.00	250.00	0.00
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See Photos 65 and 66 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	200.00	sq.ffi	0.00	200.00	0.00	0.00
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See Photo 65 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
105	Re Clsd Box Girder	3	922.00	ft	78.00	505.00	339.00	0.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: JACOBS
Inspector: [REDACTED]
Inspection Date: 07/23/2021

Bridge Condition **Poor**

There are reinforced concrete three-cell box girders in Spans 1R, 2R, 3R and Span 5 which carry the Gano Street off-ramp. The box girder cells are lettered 'A' through 'C' from South to North to maintain the same orientation as the main bridge structure. Span bays are numbered 1 through 3 from West to East. The seismic restrainer assemblies and cables at Pier 2R exhibit typical rust with light corrosion. Cell A was inaccessible at the time of the inspection due to heavy rust to the access hatch in Span 1R. The interior webs exhibit typical full height vertical/diagonal hairline cracks, both sealed and unsealed (Photos 67-70). There are numerous gauges in place to monitor the movement of these cracks and at the time of inspection no movement was detected. See the attached file "070001 Elem 105 Defect 1130 Table.pdf" for further details. There is typical ponding water up to 7" deep at Pier 2R (Photos 71 and 72). See the attached file "070001 Elem 105 Defect Table.pdf" for further details of scattered minor defects and notes. The undersides of the bottom flanges exhibit random repair patches, scattered transverse hairline cracks with efflorescence and rust staining and isolated hollow areas and spalls. See Photos 74-80 and the attached file "070001 Elem 105 Underside Sketches.pdf" for further details.

1080	Delaminatton/Spall/Patched Ar3	3	100.00	ffi	0.00	80.00	20.00	0.00
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See Photos 67-80 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1090	Exposed Rebar	3	5.00	ffi	0.00	0.00	5.00	0.00
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See Photos 77 and 80 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1120	Efflorescence/Rust Staining	3	244.00	ffi	0.00	122.00	122.00	0.00
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See Photo 75 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1130	Cracking (RC and Otther)	3	495.00	ffi	0.00	303.00	192.00	0.00
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See Photos 67-70, 74, 75, and 78 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	Steel Opn Girder/Beam	3	1,320.00	ft	787.00	496.00	37.00	0.00

There are eleven (11) steel plate girders in Span 7 spanning between the Pier 6 east wall and the Pier 7 west wall (Photos 16 and 17). Most girder ends exhibit bolted repair plates and angles at the webs and bottom flanges for up to 25' long, with typical light to heavy rust and up to 1/16" section loss to the repair plates and angles. There are isolated areas of 1/8" section loss to webs beyond the repair plates. Remaining areas exhibit scattered light to moderate rust with heavy rust at girder ends. The bottom flanges at girder ends exhibit typical heavy rust and section loss with down to 5/16" remaining thickness. See Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

515	Stteel Protctctve Coatng	3	19,385.00	sq.ffi	7,350.00	6,300.00	5,735.00	0.00
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The fascia sides of Girders 'A' and 'K' have been re-painted and are re-rusting. Remaining areas exhibit light to moderate rust with up to heavy rust at girder ends. See Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3410	Chalk(Steel Protect Co	3	6,300.00	sq.ft	0.00	6,300.00	0.00	0.00

See Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **JACOBS**
Inspector: [REDACTED]
Inspection Date **07/23/2021**

Bridge Condition Poor

3420	Peel/Bub/Crack(Stl Prc 3	5,735.00	sq.ft	0.00	0.00	5,735.00	0.00
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See Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1000	Corrosion	3	390.00	ffi	0.00	353.00	37.00	0.00
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See Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1900	Distortion	3	143.00	ffi	0.00	143.00	0.00	0.00
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The bottom flanges exhibit typical 1/8" vertical distortion at the section transitions.

Girder 'A' bottom flange exhibits full length x up to 1/4" vertical distortion and minor rotation of the girder (top of girder is rotating towards the north).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
109	Pre Opn Conc Girder/Beam	3	14,543.00	ft	11,650.00	1,290.00	1,468.00	135.00

The prestressed concrete girders in Spans 1 through 6 and 8 through 14 consist of variable depth post-tensioned cantilevered girder sections over the piers with corbels at the end. The cantilevered girder sections support prestressed concrete drop-in mid-span sections (Photos 12, 13, 15, 18, and 19). The prestressed concrete I-girders in Spans 15 through 18 are simply supported between the substructure units (Photos 20 and 21). Rehabilitation construction is on-going and there are multiple defects that have been repaired or are in the process of being repaired. The drop-in girders exhibit typical shear cracks at dapped ends, scattered cracked, hollow and spalled areas at dapped ends and bottom flanges undersides with exposed stirrups and prestressing strands, scattered cracked, hollow and spalled areas over the bearings with fully exposed stirrups and reduced bearing areas. See Photos 89-126 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details. The corbels exhibit typical cracked, hollow and spalled areas with exposed post tensioned anchor plates on the drop-in span sides throughout. The other faces and undersides exhibit isolated cracks, hollow areas and minor spalls. The cantilever girders exhibit typical hairline diagonal cracks along the post-tensioned cable lines, some sealed and unsealed, isolated vertical cracks and hollow area over the pier columns and typical hollow/spalled post-tensioned anchor blocks on the undersides. See Photos 89-126 and the attached file "070001 Elem 109 Defect Table.pdf" for further details. Other remaining areas exhibit random minor cracked, hollow and spalled areas. The cantilever ends in Span 7 at Pier 6 and Pier 7 (accessed via the catwalks on the interior walls of the piers) exhibit typical hollow areas/spalls up to full height with fully exposed and debonded stirrups and reduced bearing areas. The I-girders in Spans 15 through 18 exhibit scattered hairline cracking with efflorescence, hollow areas, spalls and exposed prestressing strands at girder ends, with more severe spalling and exposed stirrups on the back faces beyond the bearings. There are isolated hollow areas and spalls along bottom flange undersides. See Photos 127-133 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	5,000.00	sq.ffi	4,250.00	0.00	375.00	375.00
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The drop-in girder dapped ends are coated with a protective sealant which exhibits scattered peeling and cracking throughout (Photos 89-126).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3510	Wear (Concrete Protec 3	3	750.00	sq.ft	0.00	0.00	375.00	375.00

The drop-in girder dapped ends are coated with a protective sealant which exhibits scattered peeling and cracking throughout (Photos 89-126).

1080	Delamination/Spall/Patched Ar3		1,221.00	ffi	0.00	910.00	311.00	0.00
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See Photos 89-133 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	181.00	ffi	0.00	6.00	50.00	125.00
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See Photos 89-133 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **JACOBS**
Inspector: XXXXXXXXXX
Inspection Date **07/23/2021**

Bridge Condition Poor

1100	Exposed Prestressing	3	25.00	ffi	0.00	0.00	15.00	10.00
See Photos 89-133 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.								
1110	Cracking (PSC)	3	733.00	ffi	0.00	6.00	727.00	0.00
See Photos 89-133 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.								
1120	Efflorescence/Rustt Sttaining	3	730.00	ffi	0.00	365.00	365.00	0.00
See Photos 89-133 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.								
7000	Damage	3	3.00	ffi	0.00	3.00	0.00	0.00
The prestressed concrete I-girders exhibit impact scrapes on the bottom flanges over travel lanes in the following locations:								
- Span 16, Girder E east of midspan: 3'-0" long x up to 1/4" deep scrape.								
- Span 18, All girders: Minor impact scrapes (±15' total)								
8368	Graffiti	3	200.00	ffi	200.00	0.00	0.00	0.00
The drop-in girder ends in Span 4 exhibit scattered areas of minor to heavy graffiti.								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
110	Re Conc Opn Girder/Beam	3	2,880.00	ft	940.00	1,188.00	702.00	50.00

This element defines reinforced concrete fascia arches in Spans 1 through 6, 8 through 13 and 1R through 3R (Photos 2 and 5). The arches consist of cantilevered sections at the piers and drop-in midspan sections. The cantilever sections support the drop-in sections with concrete keys at shiplap joints with elastomeric bearing pads. Rehabilitation construction is on-going and there are multiple defects that have been repaired or are in the process of being repaired. The arches exhibit typical vertical and transverse hairline cracks in the midspan sections, typical hairline to 1/2" wide horizontal cracks at the shiplap joints, scattered hollow areas and spalls above and below the joint keys with several through holes, exposed and debonded rebars, and scattered cracked, hollow and spalled areas on the bottom flanges. See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

521	Conc Prot Coattng	3	14,800.00	sq.ffi	14,800.00	0.00	0.00	0.00
The arch exterior faces and bottom flanges are partially coated with a new protective sealant (Photos 2 and 5). See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1080	Delaminatton/Spall/Patched Ar3		808.00	ffi	0.00	600.00	208.00	0.00
See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1090	Exposed Rebar	3	100.00	ffi	0.00	0.00	50.00	50.00
See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1120	Efflorescence/Rustt Sttaining	3	450.00	ffi	0.00	300.00	150.00	0.00
See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1130	Cracking (RC and Otther)	3	582.00	ffi	0.00	288.00	294.00	0.00



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Inspector: [REDACTED]
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See Photos 134-148 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
205	Re Conc Column	3	92.00	each	39.00	16.00	37.00	0.00

There are reinforced concrete columns at Piers 1 through 13 that support the cantilever girders and at Piers 14 through 17 that support the reinforced concrete pier caps (Photos 14, and 18-21). The cantilever girder columns exhibit isolated hairline vertical and map cracks, hollow areas and spalls. The pedestals at the top of the columns exhibit typical scattered hollow areas/spalls up to full width x full height x 2" deep with exposed edges of steel bearing plates. The pier cap columns exhibit typical scattered sealed/unsealed vertical cracks and rust staining throughout with isolated hairline map cracks, efflorescence, hollow areas and spalls. See Photos 14, 18-21, 149 and 150 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

1080	Delaminaton/Spall/Patched Ar3		42.00	each	0.00	16.00	26.00	0.00
See Photos 14, 18-21, 149 and 150 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.								
1120	Efflorescence/Rust Sttaining	3	5.00	each	0.00	0.00	5.00	0.00
See Photos 14, 18-21, 149 and 150 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.								
1130	Cracking (RC and Otther)	3	6.00	each	0.00	0.00	6.00	0.00
See Photos 14, 18-21, 149 and 150 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.								
8368	Graffiti	3	300.00	each	0.00	300.00	0.00	0.00
The Pier 3 and Pier 10 columns exhibit heavy graffiti on the lower halves.								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
210	Re Conc Pier Wall	3	1,151.00	ft	657.00	290.00	204.00	0.00

There are reinforced concrete pier walls at Piers 1 through 13 and 1R through 3R. All pier walls except the east pier wall of Pier 6, the west pier wall of Pier 7 and Piers 1R through 3R are non-structural and act as curtain walls providing architectural (stone façade) and protective effects to the pier columns (Photos 12, 14, 18, and 22). The east pier wall of Pier 6 and the west pier wall of Pier 7 support the cantilever girder ends in Spans 6 and 8 (through cantilever support pedestals) and the steel girders in Span 7 (Photos 16 and 39). The cantilever girder pedestals can be accessed via the catwalks on the interior portions of Pier 6 and Pier 7; see Inspection Notes (Photos 157-159). Pier walls 1R through 3R support the Gano Street off-ramp box girder superstructure (Photos 22 and 160). There are reinforced concrete pylons/ walls at the north and south ends of the piers that extend from the coping at the base of the bridge railings. The pier walls on land exhibit a protective coating in most locations and all piers exhibit sealed vertical and map cracks throughout with isolated cracks re-opening (Photos 12, 14, 16, 18, and 22). Scattered cracks through the pier wall stone facades remain throughout. The pylons remain uncoated and exhibit typical scattered hairline cracking with efflorescence and rust staining. See Photos 151-160 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.

521	Conc Prott Coattng	3	25,200.00	sq.ffi	25,200.00	0.00	0.00	0.00
The pier walls on land have a protective coating. See Photos 12 and 18 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.								
1080	Delaminaton/Spall/Patched Ar3		184.00	ffi	0.00	75.00	109.00	0.00



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See Photos 151-160 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.

1120	Efflorescence/Rustt Sttaining	3	80.00	ffi	0.00	40 00	40.00	0.00
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See Photos 151-160 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.

1130	Cracking (RC and Otther)	3	115.00	ffi	0.00	60 00	55.00	0.00
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See Photos 151-160 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.

6000	Scour	3	115.00	ffi	0.00	115.00	0.00	0.00
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2021 Underwater Inspection:
Since the 2017 Underwater Inspection, there is evidence of scour at most piers up to 3.4' deep (Pier 8) and areas of aggradation up to 4.6' high (Pier 6).

8368	Graffiti	3	400.00	ffi	0.00	400.00	0.00	0.00
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The pier walls on land exhibit isolated moderate to heavy graffiti (Photo 18).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
215	Re Conc Abutiment	3	230.00	ft	78.00	44.00	108.00	0.00

There are reinforced concrete abutments at each end of the main structure (West Abutment 1 & East Abutment 2) and at the end of the Gano Street off-ramp (West Abutment 1R). The abutments all have protective coatings. West Abutment 1 is a stub abutment that is hidden by backfill beyond a retaining wall (Photo 161). There is severe accumulation of pigeon debris and nesting pigeons behind the wall up to the top of the columns preventing the inspection of the stub abutment stem. The retaining wall exhibits scattered hairline cracking. East Abutment 2 is a full height abutment with an electrical utility room built into the abutment in Bays 'H' and 'I' (Photo 162). See Inspection Notes for electrical room notes. The abutment exhibits scattered hairline cracks, hollow areas and spalls with typical debris accumulation/pigeon nesting on the beam seats. West Abutment 1R is a semi-stub abutment that sits on the river embankment with slope protection blocks in front (Photo 163). The abutment exhibits scattered efflorescence and rust staining and an isolated spall. See Photo 161-166 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.

521	Conc Prott Coattng	3	2,300.00	sq.ffi	2,300.00	0.00	0.00	0.00
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The abutments all have protective coatings. See Photos 161-163 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.

1080	Delaminatton/Spall/Pattched Ar3	3	103.00	ffi	0.00	29 00	74.00	0.00
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See Photos 161-166 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.

1120	Efflorescence/Rustt Sttaining	3	30.00	ffi	0.00	15 00	15.00	0.00
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See Photos 161-166 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.

1130	Cracking (RC and Otther)	3	19.00	ffi	0.00	0.00	19.00	0.00
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See Photos 161-166 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.

8368	Graffiti	3	50.00	ffi	50 00	0.00	0.00	0.00
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Previously reported graffiti has been painted over since the previous inspection (Photo 163).



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ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
220	Re Conc Pile Cap/Ftfg	3	1,151.00	ft	1,146.00	1.00	4.00	0.00

2021 Underwater Inspection: The exposed pile caps step out from the face of the pier stems at varying widths from 10" wide to 1'-6" wide and are exposed up to full-height with varying measurements from 3'-0" (full-height) at Pier 5 to 10'-0" (full-height) at Pier 3R (Gano Street Ramp). Piers 3R, 5 and 9 exhibit exposed concrete tremie seals up to a maximum vertical exposure of 3'-0" high. There is an undermining cavity along the south nose of Pier 8 that measures 4'-0" long x 5" high with up to 6" horizontal penetration.

1130	Cracking (RC and Otther)	3	1.00	ffi	0.00	1.00	0.00	0.00
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2021 Underwater Inspection:
Pier 3R pile cap exh bits a crack 7'-0" high x 3/16" wide extending from the top of the pile cap.

6000	Scour	3	4.00	ffi	0.00	0.00	4.00	0.00
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2021 Underwater Inspection:
There is an undermining cavity along the south nose of Pier 8 that measures 4'-0" long x 5" high with up to 6" horizontal penetration.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
234	Re Conc Pier Cap	3	388.00	ft	50.00	313.00	25.00	0.00

There are reinforced concrete caps at Piers 14 through 17. The caps are covered with remaining chloride extraction materials throughout (Photos 20 and 21). The caps and pedestals exhibit isolated hairline cracks, hollow areas and spalls. See Photos 167-170 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1080	Delaminatton/Spall/Patched Ar3	3	310.00	ffi	0.00	293.00	17.00	0.00
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See Photos 167-170 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	1.00	ffi	0.00	1.00	0.00	0.00
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See Photos 167-170 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1120	Efflorescence/Rustt Sttaining	3	15.00	ffi	0.00	7.00	8.00	0.00
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See Photos 167-170 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	12.00	ffi	0.00	12.00	0.00	0.00
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See Photos 167-170 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
300	Strip Seal Exp Jointi	3	93.00	ft	0.00	88.00	5.00	0.00

There is a strip seal joint in Span 5 at the east side of Pier 4 in the left lanes of I-195 westbound (Photo 171). The portions of the joint in the right lanes of I-195 Westbound and at Pier 3R for the Gano Street off-ramp have been paved over.

2310	Leakage	3	5.00	ffi	0.00	5.00	0.00	0.00
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There is evidence of leakage through the joint on the underside due to failing joint seal.



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2330	Seal Damage	3	10.00	ffi	0.00	10.00	0.00	0.00
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The deck joint seal is loose/sagging in several locations when viewed from the underside.

2350	Debris Impactton	3	5.00	ffi	0.00	5.00	0.00	0.00
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The joint is paved over in the right lanes of I-195 and the Gano Street Off-Ramp (Photo 171).

2370	Mettal Deterioratton or Damag@	3	5.00	ffi	0.00	0.00	5.00	0.00
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The steel extrusion on the east side of the joint in the wheel line of the right middle lane exhibits a 3'-0 long missing section (Photo 171).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
301	Pourable Joint Seal	3	1,151.00	ft	507.00	544.00	85.00	15.00

There are pourable joint seals on the west side of West Abutment 1 and Piers 1 through 7, on the east side of Piers 7 through 13, at East Abutment 2, and along the gore median in Spans 16 and 17. All joints have been paved over in the right lanes of I-195 Westbound (Photo 172). The wearing surface along deck joint edges exhibits scattered patches and depressed pavement with minor potholes, and random locations of raveling (Photo 173).

2310	Leakage	3	344.00	ffi	0.00	344.00	0.00	0.00
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The joints exhibit scattered evidence of leakage along the undersides.

2320	Seal Adhesion	3	300.00	ffi	0.00	200.00	85.00	15.00
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The pourable joint seals exhibit isolated locations of loss of seal adhesion.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
310	Elastomeric Bearing	3	401.00	each	136.00	190.00	75.00	0.00

There are elastomeric bearing pads for the following elements and locations: P/S concrete drop-in girder dapped ends at the corbels in Spans 1 through 6 and 8 through 14, post-tensioned concrete cantilever girder ends at the east wall of Pier 6 and the west wall of Pier 7, P/S concrete I-girders in Spans 14 through 18, and concrete fascia arches at the shiplap joints in Spans 1 through 6 and Spans 8 through 13 and at pier walls in Spans 1R through 3R. At the West Abutment, Bearing D is compressed and overhanging the pedestal (Photo 174). At Span 9, Pier 8, Bearing A is covered in debris (Photo 175).

2220	Alignmentt	3	4.00	each	0.00	0.00	4.00	0.00
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All measurements were recorded at a temperature of 80-90 degrees Fahrenheit.

The drop-in girder bearings in Spans 1 through 3, 6, 8, 9, 11, 13 and 14 are typically in contraction up to 1/2" (Photos 91 and 175). The bearings in Spans 4, 5, 10 and 12 are typically neutral or expanded up to 1".

The I-Girder bearings in Spans 15 through 18 are typically neutral or expanded up to 1/2" (Photo 176).

The fascia arch bearings in Spans 1R through 3R typically neutral or expanded up to 1/2".

2230	Bulging, Splittng or Tearing	3	200.00	each	0.00	150.00	50.00	0.00
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The bearing pads exhibit random minor tears throughout. Random bearings exhibit minor to moderate bulging and isolated bearings exhibit heavier bulging with up to 1/2" separation at the top or the bottom of the pad.

2240	Loss offi Bearing Area	3	61.00	each	0.00	40 00	21.00	0.00
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There are scattered locations of bearing area loss due to spalls undermining the bearings and spalls above the bearings reducing the bearing area. See photos 103, 105, 111, 113, 115, 122, 127, 167, 170 and the attached files "070001 Elem 109 Defect Table.pdf", "070001 1 Elem 110 Defect Table.pdf" and "070001 Elem 234 Defect Table.pdf" for further details.

In Span 14 at Pier 14, Bearing 'F' overhangs the pedestal 3/4" deep x 1'-2" long.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
311	Moveable Bearing	3	11.00	each	0.00	7.00	4.00	0.00

There are steel rocker bearings in Span 7 at Pier 6 that have limited access for full inspection due to bearing restraints in place at the east face of each bearing (Photos 177-179). The bearings exhibit light to moderate accumulation of sand and debris (Photo 179).

515	Stteel Protecttve Coatng	3	132.00	sq.ffi	0.00	0.00	44.00	88.00
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The bearings have a steel protective coating with areas of peeling paint and light to moderate rust. Bearings A, B, J, and K have no paint remaining (Photos 177 and 179).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3420	Peel/Bub/Crack(Stl Prc 3		132.00	sq.ft	0.00	0.00	44.00	88.00

The bearings have a steel protective coating with areas of peeling paint and light to moderate rust. Bearings A, B, J, and K have no paint remaining (Photos 177 and 179).

1000	Corrosion	3	9.00	each	0.00	7.00	2.00	0.00
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The bearings and anchor bolts typically have light to moderate rust. Bearings A, B, J, and K exhibit heavy laminated rust on the bearings and anchor bolts with up to 3/8" thick pack rust between the bearing plates (Photo 177).

2220	Alignmentt	3	1.00	each	0.00	0.00	1.00	0.00
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The bearings exhibit typical minor expansion at 80 degrees Fahrenheit. Bearing A assembly is uneven with no gap at the south end and a 1" gap between the bearing plate and the pedestal at the north end of the restraint plate (Photo 178).

2240	Loss offi Bearing Area	3	1.00	each	0.00	0.00	1.00	0.00
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Bearing K is undermined at the north east corner 4" wide x 4" long x 2" deep and along the west edge 1'-4" wide x up to 1" long.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	3	11.00	each	0.00	8.00	3.00	0.00

There are fixed steel bearings in Span 7 at Pier 7 that have limited access for full inspection due to bearing restraints in place at the west face of each bearing. The bearings exhibit light to moderate accumulation of sand and debris.

515	Stteel Protecttve Coatng	3	110.00	sq.ffi	0.00	0.00	66.00	44.00
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The fixed bearings have a steel protective coating with areas of peeling paint with light to moderate rust. Bearings A, B, J, and K have no paint remaining.



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ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3420	Peel/Bub/Crack(Stl Prc 3		110.00	sq.ft	0.00	0.00	66.00	44.00
<p><i>The fixed bearings have a steel protective coating with areas of peeling paint with light to moderate rust. Bearings A, B, J, and K have no paint remaining.</i></p>								
1000	Corrosion	3	11.00	each	0.00	8.00	3.00	0.00
<p>The bearings and anchor bolts typically exhibit light to moderate rust. Bearings 'A', 'B', 'J' and 'K' exhibit heavy laminated rust on the bearings and anchor bolts.</p>								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
321	Re Conc Approach Slab	3	2,352.00	sq.ft	0.00	2,352.00	0.00	0.00

The reinforced concrete approach slabs are concealed from view by bituminous concrete wearing surfaces (Photos 8 and 9).

510	Wearing Surffiaces	3	2,352.00	sq.ffi	1,352.00	500.00	500.00	0.00
<p>The wearing surfaces exhibit moderate wheel line rutting with sealed and unsealed cracks throughout.</p>								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3220	Crack (Wearing Surfac 3		2,352.00	sq.ft	1,352.00	500.00	500.00	0.00
<p><i>Wearing surface exhibits scattered locations of sealed and unsealed cracks throughout.</i></p>								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	Re Conc Bridge Railing	3	3,808.00	ft	3,396.00	411.00	1.00	0.00

There are reinforced concrete bridge railings on both sides of the bridge in Spans 1 through 18 (Photos 8-10). There are scattered utility box covers along the interior faces of the bridge railings, many with broken covers (Photos 28, 30, and 31). The condition of the tops of the pylons is included in this element. At Span 7, Pier 7, the joint sealant between the North pylon and the deck overhang is damaged/missing (Photo 180).

1080	Delaminatton/Spall/Patched Ar3		10.00	ffi	0.00	10.00	0.00	0.00
<p>The bridge railings exhibit isolated minor edge spalls along the top of the railing In Span 7 the north railing exhibits a 4'-10" long x 10" high x 4" deep spall (Photo 181). In Span 8 the north railing exhibits a 3" long x 10" high x 5" deep spall (Photo 182). In Span 10 the north railing exhibits a 1'-3" long x 10" high x 5" deep spall (Photo 183).</p>								

The pylons exhibit typical scattered hollow areas and spalls with and without exposed rebar (Photos 184 and 185).

1090	Exposed Rebar	3	3.00	ffi	0.00	0.00	3.00	0.00
<p>The pylons exhibit typical spalls with and without exposed rebar (Photos 184 and 185).</p>								

1120	Efflorescence/Rustt Sttaining	3	1.00	ffi	0.00	0.00	1.00	0.00
<p>The pylons exhibit typical scattered cracks with rust staining (Photos 184 and 185).</p>								

1130	Cracking (RC and Otther)	3	351.00	ffi	0.00	351.00	0.00	0.00
<p>The bridge railings exhibit typical scattered full height hairline vertical cracks (Photo 186). The pylons exhibit typical scattered cracks and rust stains (Photos 184 and 185).</p>								



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Bridge Condition Poor

7000	Damage	3	50.00	ffi	0.00	50.00	0.00	0.00
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The bridge railings exhibit random minor scrapes (Photo 187).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8060	Scupper	3	27.00	(EA)	0.00	3.00	20.00	4.00

The scupper drainage gates along both shoulders of I-195 Westbound are fully clogged with sand and debris; only isolated gates remain partially open with clean drain pipe openings (Photos 188 and 189). In Span 17 the drainage grate along the north shoulder is fully clogged and missing 2 bars of the drainage grate (Photo 190). In Span 9 the drainage grate along the north shoulder is filled with concrete (Photo 191). At the West Abutment, in the south shoulder, the scupper grate is broken. At Pier 1, in the south shoulder, the scupper grate is broken. The drain pipe at the north end of Pier 17 has a disconnected section (Photo 192).

1000	Corrosion	3	4.00	(EA)	0.00	0.00	0.00	4.00
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The scupper drain pipes on the underside of deck exhibit typical light to heavy rust (Photo 193). The Pier 3 drain pipes on the south face of Column A and on the north face of Column F exhibit rust holes and leak onto members below.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8107	Steel Opn Girder/Beam ENDS	1	110.00	ft	0.00	0.00	110.00	0.00

See Element 107 notes, Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf".

515	Steel Protective Coating	1	1,615.00	sq.ffi	0.00	0.00	615.00	1,000.00
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See Element 107 notes, Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf".

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3420	Peel/Bub/Crack(Stl Prc 1		1,615.00	sq.ft	0.00	0.00	615.00	1,000.00
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See Element 107 notes, Photos 81-88 and the attached file "070001 Elem 107 Defect Table.pdf".

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8213	R/C Return Wall	3	175.00	(LF)	0.00	150.00	25.00	0.00

There are reinforced concrete return walls at the north ends of West Abutment 1 and East Abutment 2 and at both ends of West Abutment 1R. The return walls exhibit moderate to heavy vegetation growth.

1080	Delamination/Spall/Patched Ar3		44.00	(LF)	0.00	44.00	0.00	0.00
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The top of the northwest return wall at West Abutment 1 exhibits multiple edge spalls along the cope up to 2" deep.

1120	Efflorescence/Rust Staining	3	110.00	(LF)	0.00	85.00	25.00	0.00
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The return walls exhibit scattered areas of hairline map cracks with isolated efflorescence and rust.

1130	Cracking (RC and Other)	3	21.00	(LF)	0.00	21.00	0.00	0.00
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Bridge Condition Poor

The return walls exhibit scattered areas of hairline map cracks with isolated efflorescence and rust.

8368	Graffiti	3	100.00	(LF)	100.00	0.00	0.00	0.00
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There is anti-graffiti paint and light graffiti on the West Abutment 1R return walls.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	230.00	(LF)	104.00	80.00	46.00	0.00

There are reinforced concrete backwalls at the abutments (Photos 162 and 163). West Abutment 1 backwall is inaccessible due to the heavy accumulation of pigeon debris and nesting pigeons on the abutment seat (Photo 161).

1080	Delaminaton/Spall/Patched Ar3	3	80.00	(LF)	0.00	70.00	10.00	0.00
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West Abutment 1R and East Abutment 2 backwalls exhibit random hollow areas and spalls up to 2'-0" long x 2'-0" high x 2" deep.

1120	Efflorescence/Rust Staining	3	23.00	(LF)	0.00	10.00	13.00	0.00
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West Abutment 1R and East Abutment 2 backwalls exhibit typical scattered hairline vertical cracks, efflorescence and rust staining (Photos 162 and 163).

1130	Cracking (RC and Other)	3	23.00	(LF)	0.00	0.00	23.00	0.00
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West Abutment 1R and East Abutment 2 backwalls exhibit typical scattered hairline vertical cracks, efflorescence and rust staining (Photos 162 and 163)

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8305	Asphaltic Joint Material	3	1,438.00	(LF)	987.00	451.00	0.00	0.00

There are asphaltic plug joints on the east side of West Abutment 1 and Piers 1 through 3, 5 and 6 and on the west side of Piers 8 through 13 (Photos 10, 194 and 195). There are also asphaltic plug joints at Piers 14 through 17 (Photo 196). All joints have been paved over in the right lanes of I-195 Westbound and typically exhibit reflective cracking in these locations (Photos 194-196). Asphaltic joints typically exhibit 2'-0" wide patches on either side (Photos 194-196).

2310	Leakage	3	430.00	(LF)	0.00	430.00	0.00	0.00
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The joints exhibit scattered evidence of leakage along the undersides.

2340	Seal Cracking	3	21.00	(LF)	0.00	21.00	0.00	0.00
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The asphaltic plug joints exhibit partial separations at joint edges, pavement break up and isolated cracks along the joints (Photos 195).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8335	Guardrail, Vehicular	3	700.00	(LF)	690.00	10.00	0.00	0.00

There are W-beam steel guardrails at the north side of the approaches for I-195 Westbound (Photos 1 and 197). There are also W-beam guardrails along both sides of the Gano Street Off-Ramp (Photo 11).

515	Steel Protective Coating	3	3,150.00	sq.ft	3,150.00	0.00	0.00	0.00
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The guardrails are galvanized.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By JACOBS
Inspector: [REDACTED]
Inspection Date 07/23/2021

Bridge Condition **Poor**

1020	Connectton	3	10.00	(LF)	0.00	10 00	0.00	0.00
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The Gano Street off-ramp guardrails exhibit scattered loose connection bolts to the parapets

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8336	Conc Bridge Parapeti	3	700.00	(LF)	350.00	320.00	30.00	0.00

The Gano Street off-ramp exhibits a reinforced concrete bridge parapet with a single metal rail attached to the top face.

1080	Delaminatton/Spall/Pattched Ar3		100.00	(LF)	0.00	100.00	0.00	0.00
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The parapets exhibit typical scattered cracks, hollow areas and random 1" deep spalls along the top of parapet. The north parapet at midspan of Span 1R exh bits an 8'-0" long x up to 1'-4" high hollow area with 5'-6" long x 9" high x 2" deep spall with multiple exposed rebars.

The inspection dated 07/24/19 noted that during the rehab project the contractor found that almost the entire face of the north parapet was hollow. The guardrail posts were not replaced due to concerns that there would be nothing to connect them to if the existing bolts were removed.

1090	Exposed Rebar	3	100.00	(LF)	0.00	70 00	30.00	0.00
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The north parapet at midspan of Span 1R exhibits an 8'-0" long x up to 1'-4" high hollow area with 5'-6" long x 9" high x 2" deep spall with multiple exposed rebars.

1130	Cracking (RC and Otther)	3	150.00	(LF)	0.00	150.00	0.00	0.00
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The parapets exhibit typical scattered hairline vertical cracks The north parapet at Pier 2R exhibits a full height x 1/4" wide vertical crack.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8366	Rip Rap	3	1,000.00	sq.ft	940.00	30.00	30.00	0.00

There is rip rap along the West Abutment 1R embankment. Above the high water mark there is a level area covered by bituminous concrete pavement and a sloped block revetment to the base of the abutment (Photo 163). The rip rap exhibits random missing stones along the channel embankment and there are several small sinkholes up to 1'-0" deep in the pavement at the top of the slope.

4000	Settlementt	3	60 00	sq ffi	0 00	30 00	30 00	0 00
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The rip rap exh bits random missing stones along the channel embankment and there are several small sinkholes up to 1'-0" deep in the pavement at the top of the slope.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8367	Slope Blocks	3	700.00	sq.ft	595.00	0.00	105.00	0.00

There is a sloped block revetment in front of West Abutment 1R. The slope block protection exhibits mortar deterioration between the pavers and light vegetation growth (Photo 163).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370	Steel Diaphragms	3	70.00	(EA)	13.00	36.00	17.00	4.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By JACOBS
Inspector: [REDACTED]
Inspection Date 07/23/2021

Bridge Condition **Poor**

There are steel diaphragms between the steel girders in Span 7 labeled end diaphragms at each pier and intermediate diaphragms numbered west to east (Photos 198 and 199).

515	Steel Protective Coating	3	1,800.00	sq.ft	378.00	1,125.00	207.00	90.00
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The end diaphragms exhibit typical moderate to heavy rust and corrosion throughout (Photo 198). The intermediate diaphragms exhibit typical paint chalking and random areas of light rust (Photo 199).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3410	Chalk(Steel Protect Co 3		900.00	sq.ft	0.00	900.00	0.00	0.00
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The protective coating on the intermediate diaphragms typically exhibits chalking (Photo 199).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3420	Peel/Bub/Crack(Stl Prc 3		522.00	sq.ft	0.00	225.00	207.00	90.00
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The protective coating on the end diaphragms typically exhibits peeling and bubbling and has failed completely in areas (Photo 198).

1000	Corrosion	3	55.00	(EA)	0.00	35.00	16.00	4.00
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The end diaphragms exhibit typical moderate to heavy rust and corrosion throughout with down to 1/8" remaining thickness to top flanges and down to 1/4" remaining thickness to bottom flanges (Photo 198). There is scattered pack rust up to 3/8" thick between the bearing stiffeners and diaphragm connection plates.

The intermediate diaphragms exhibit random areas of light rust (Photo 199).

1020	Connecton	3	2.00	(EA)	0.00	1.00	1.00	0.00
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Bay E, Diaphragm 5 at Girder F exhibits one (1) missing lower diaphragm connection bolt.
Bay H Diaphragm 1 exhibits two (2) mis-drilled bolt holes.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8371	Conc Diaphragms	3	221.00	each	22.00	68.00	126.00	5.00

There are reinforced concrete diaphragms for the following elements and locations: end diaphragms and a midspan diaphragm for drop-in girders, between corbels and between cantilever girders over piers in Spans 1 through 6 and 8 through 14, end diaphragms and a midspan diaphragm for I-girders in Spans 14 through 18, Gano Street off-ramp box girder interior diaphragms and exterior diaphragms below the box girders at the piers. In Span 5, the east end of drop-in Girder B bears on an oversized L-shaped diaphragm/transverse support beam that transfers loads to Girders A and C. The irregular configuration is due to the Gano Street off-ramp connecting to Span 5. The diaphragms were in varying stages of rehabilitation during the inspection. There are several locations where the diaphragm concrete has been fully removed with only rebar remaining (Photos 204 and 208). Scattered formwork remains in place throughout the bridge (Photo 204) and the seismic restrainer assemblies that pass through the diaphragms at the deck joints typically have the restrainer rod removed (Photos 49 and 201). The diaphragms exhibit typical scattered hairline map cracks with and without efflorescence and rust staining, hairline to 1/2" wide vertical cracks, random concrete patches, hollow area and spalls with and without exposed and debonded rebar. See Photos 200-213 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1080	Delaminatton/Spall/Patched Ar3		65.00	each	0.00	0.00	65.00	0.00
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See Photos 200-213 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	12.00	each	0.00	6.00	1.00	5.00
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See Photos 200-213 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **JACOBS**
Inspector: XXXXXXXXXX
Inspection Date **07/23/2021**

Bridge Condition Poor

1120	Efflorescence/Rust Staining	3	11.00	each	0.00	6.00	5.00	0.00
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See Photos 200-213 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	111.00	each	0.00	56.00	55.00	0.00
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See Photos 200-213 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

8368	Graffiti	3	100.00	each	0.00	100.00	0.00	0.00
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There are scattered areas of heavy graffiti on the diaphragms.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8398	Curb/sidewalks - Con	1	700.00	ft	0.00	700.00	0.00	0.00

There are concrete safety walks and granite curbs along both sides of the Gano Street off-ramp. The safetywalks typically exhibit minor debris accumulation.

1080	Delaminaton/Spall/Patched Ar1		698.00	ffi	0.00	698.00	0.00	0.00
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The safety wa ks exhibit scattered hairline cracks and general scaling 1/2" to 1" deep. The curbs exhibit typical rust staining and minor chipping throughout. In Span 3R near Pier 3R the south curb exhibits a 5" wide x 2-1/2" long x 2" deep chip. The approach curbs are shifted up to 3" laterally with typical gaps up to 1" between curb sections.

1120	Efflorescence/Rust Staining	1	1.00	ffi	0.00	1.00	0.00	0.00
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The curbs exhibit typical rust staining throughout.

1130	Cracking (RC and Otther)	1	1.00	ffi	0.00	1.00	0.00	0.00
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The safety wa ks exhibit scattered hairline cracks throughout.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By JACOBS

Inspector: [REDACTED]

Inspection Date 07/23/2021

Bridge Condition **Poor**

Equipment

- Aerial Lift
- Boat
- Underbridgeinspvet
- Scaffolding
- BoesemansChair
- Waders
- Rail Mount Elliot
- Crash Truck
- Air Monitor
- Ladder
- Bucket Truck
- Rigging
- Floats
- Climbing
- Rail Mount Bucket Truck
- Light Tower

- Poison Ivy
- Heavy Vegetation
- Hurricane Evac Route ?

- Speed Limit
- Prep Time
- Crew Slize Varies
- Under Insp Vehicle Time
- Traffic Control Time 5
- Mile Post
- Crew Days 20
- Time Report Time
- Bucket Truck Time 3

- Cones Yes
- Traffic Setup Req Yes
- Police Req Yes
- Night Insp Req No
- Signs Yes

Site Access Notes

Access SP #10-14 via CARDI construction yard. Launch boat from E. Prov. Yacht Club dock on Pier Rd. Access Gano St Ramp box girder interiors via locked hatches at W. Abut. #1R with ladder. Access catwalks inside Pier #6 & 7 via hatches on the top of the north overhang. The elect. room in E. Abut. is locked. Obtain all keys from David Cluley(RIDOT).

- Avg Curb Reveal North/East 2.50
- Avg Curb Reveal South/West 2.50
- Posted Weight Limit
- Posting Sign ?
- Post Signs Legible 01
- Post Sign Rec 01
- Adv Min Vert Clear Sign -1
- Min Ver tClear Signs Leg 01
- Min Vert Clear Post Vales 13'-9"
- Min Vert Clear Sign Rec 01
- Old Rating and Postings
- RR Mile Post
- US DOT/AAR No.

- Telephone
- Sewer
- Cable
- Oil
- Fire Alarm
- OH Lines Present
- Water
- Gas
- Electric
- Fiber Optic